

Star and Courier.

BOUTELLE & BURR, PROPRIETORS.
C. A. BOUTELLE, Editor.

All business letters should be addressed to Boutelle & Burr, and communications intended for publication should be addressed to "Editor of Star and Courier."

MONDAY, SEPTEMBER 8, 1887.

Governor Foraker, of Ohio, was in thirteen battles before he was nineteen years of age.

The New York World the leading Democratic paper significantly sums up the Cleveland administration when it remarks of it: "Nothing has been done."

The Hartford Post, in common with the public generally, thinks: "The strange, the passing strange, that after the post offices have been reformed up to 40,000 changes, that the service is the worst that it has been since 1850."

The New York Evening Post is still ranting about "the profligate pension bill" and the "bummer," meaning the old soldier. The President will soon want to be saved from his old friends, and as the Boston Globe says, the Cleveland organs better drop the soldier question.

The Boston Herald says it appears evident that certain politicians are doing all in their power to get the Grand Army of the Republic into politics. That is just our view of it. Almost superhuman efforts have been made by Mr. Cleveland's strikers to get the organization to back him, but it doesn't work.

Chairman Brown says the Democrats propose to have an aggressive campaign next year. The remark sounds familiar. It seems as if we heard something very similar in 1884. The campaign was not particularly aggressive, however, and the assessment scheme on prospective officeholders was in full play, too.

It is a pity that the grand old shipbuilder, John Roach, could not have lived to see the Dolphin and Atlanta the pride of their officers and admirers by all the thousands who have visited them, and to have accompanied the Boston on her recent successful trip. The builder's vindication has come, but he died in sorrow before it was complete.

The North American Review for September opens with a brilliant and strong editorial paper upon James G. Blaine, as the first of a series of articles upon "Possible Presidents." The wide range of this number of the magazine may be inferred from the fact that one of the papers is a defence and eulogy of John C. Calhoun written by Jefferson Davis.

Now that the Pennsylvania Democrats have kicked the demand of the freed negroes for a square indorsement of their dogmas out of the back window we shall hear less about disciplining Mr. Randall in the future. There seems to have been a square fight between the Randall men and the free-trade friends of the President for control of the convention and the former were in the majority.

A great deal is said about the wickedness of turning the Grand Army into a partisan organization. "Politics must be kept out of it," exclaims the Democratic press. Very well; keep politics out. Don't hang out campaign banners of the next Democratic candidate for the Presidency whenever the boys in blue march by. Keep politics out of the way of the veterans.—New York Tribune.

Judge has a pointed cartoon that needs no key. Brutus Cleveland, the lazy, stands beside Pompey's statue, at the feet of which lies the mangled corpse of the slain civil service reformer. Senators with their bloody blades uplifted, are retreating from the Capitol, Lamar conspicuous in the rear. Brutus Cleveland, with an apologetic but gratified expression, looks toward you to say, "I loved Caesar, not that I loved him less, but that I loved a second term more."

Robert Garrett has finally surrendered the management of the great Baltimore & Ohio Railroad property to the control of a syndicate that has advanced millions of dollars to relieve the floating debt. The express business has been sold to the U. S. Express Co., the sleeping car business will be bought by the Pullman Company and the cable and telegraph lines will probably be sold to the Western Union. The fight with the Pennsylvania Co., is to be ended and the road run in harmony with the other trunk lines.

The refusal of five thousand veterans to march under a portrait of the President at Wheeling has led to a renewal of warfare upon the Grand Army all along the line of the Democratic press. It is described as another "ranton outrage" which will involve the speedy "smash-up" of the pension grabbing military machine. It is cool now and has been for a fortnight, but the heated time is not yet over. Why do our friends, the enemy, agitate themselves prematurely when the recurrence of heat and humidity may be expected at any moment? The Wheeling incident is a political stratagem that shows the bearing of the wind. Why not meditate upon it calmly and philosophically?—N. Y. Tribune.

Our profound evening contemporary thinks that Mr. Boutelle's proposal to increase the duties on Canadian fish would involve a higher price for our consumers to pay. That worn-out free trade fallacy has been so constantly disproved by the facts that it is hardly worth contradicting. It is well known that the price of fish decreased after the lapse of the Treaty of Washington; and if our people could be assured of protection in the fishing business they would soon put affairs such facts as would largely increase the supply and lower the cost. But even at the same price we should have all the advantage of employing our own people in all the avocations auxiliary to the fishing interests.

In short, it is hard to see how anything except fraud and intimidation can keep Maryland from going Republican in the next election, and the hope of the pension rests on Gorman, who, by his insouciance and his skill in fraud, assisted by the criminal classes of Baltimore, has twice before saved the day for a pensioner of his ring, when it was otherwise overwhelmingly outvoted.—New York Evening Post.

Senator Gorman is the bono friend of Reformer Cleveland, the man who exercises more influence over the Administration than all the McGumpus put together. If the friends referred to by the Post prevail the people will have to thank Cleveland who has played into the hands of Gorman for just this purpose. Yet the McGumpus sheets like the Post say that Cleveland has advanced the reform movement. A man is known by the company he keeps.

General Butler has said and done many bright things, and it had not the fatal habit of mixing folly with his brightness in such large proportion as his place in the history of the country would be much more important. At the first meeting of the Boston Club tearing his name held some weeks ago, he made a bright speech which was very widely quoted to his credit. Now he has more than counteracted it by a second speech to the same club a few evenings ago, in which he vented all his exploded rag money heresies and wound up with the arrogant assumption of proposing that the several hundred millions of dollars of surplus in the U. S. Treasury shall be distributed among the Union soldiers until they are provided for and then the Confederate soldiers shall be taken care of in the same way. In other words he proposes to "divide" the money in the Treasury between the survivors of the Union and Rebel armies! It seems hardly possible that a sane man could make such a proposition.

Fred Douglass to the Colored Voters.

The attempt of the present Administration to claim the confidence of colored voters has not been very successful, although great effort has been made to represent that they were growing tired of their Republican allegiance. It would be hard to say what this Administration has done that it believes entitled to the gratitude of the colored people, unless it thinks they should be grateful that Democratic ascendancy has not resulted in actually returning them to slavery. Here and there self-interest or special influences may carry a few colored voters into the Democratic ranks, but as a whole they know too well through what political agencies they obtained freedom and the rights they enjoy, to give their support to the party that kept their manacles so firmly riveted and that would have held them forever in bondage. They are also intelligent enough to see the difference in their treatment in States where the Republicans control and States where the Democrats have full sway. A citizen of Albany recently wrote to Frederick Douglass upon these matters, and received from him the following clear-cut and vigorous reply, which will commend itself to colored men everywhere:

ANACOSTIA, D. C., Aug. 17, 1887.
My Dear Dr. Johnson:
I thank you for your letter, resoluteious and your warm congratulations. I have come home at last, and I feel that I am in the future of our country and of the colored race and of the Republican party. I have no more patience now than he before with those that would not have to hope from one than from the other, and that now we should throw principles to the wind and go just where we can get the largest share of the spoils. The colored man was hatched into freedom and political life in the Republican nest and under Republican wings, and it is a four bird that will sell his own nest or despise the life he has sheltered and warmed him into life. I fear we shall have to wait a good while before the Democratic party, with its satanic influence, is warred in defeat from the solid South, shall make itself acceptable to any considerable number of colored voters. I would rather be with the party of freedom and progress in defeat than with the party of the Glenn bill in victory.
Yours truly,
FRED C. DOUGLASS.

A Diplomacy of "Flabby Inertness."

(From the Newark, N. Y., Daily Advertiser.)
The attitude of the Administration upon this vexed question has been one of flabby inertness. If the State Department were frankly hostile to American interests and disposed to continue the present exasperating condition of things, it could not have pursued a different course than it has. Every intelligent man concedes the difficulty of arriving at a speedy and satisfactory settlement of a question to the consideration of which three widely separated parties are necessary. The State Department cannot fight with both London and Washington to London, from London to Ottawa, from Ottawa to London, and so on to the end of the chapter. But the State Department at Washington has shut itself up with the obstinate muteness of a clam whenever any American fishing interest has been aggrieved. Last Spring, for example, the fishermen were exceedingly anxious to discover, if possible, what their real rights were, what the United States Government claimed for them, and what the Canadian Government claimed in the premises. Obviously to avoid all possibility of seizure, a possibility of taking upon the alleged rights of Canada, the American fishermen must have some notion of what their alleged rights are. But Secretary Bayard not only refused point blank to give any information on these points, or to take measures to secure such information, but when Admiral Luce had extracted the Canadian view of the matters in dispute from Capt. Scott, of the Canadian coast guard, the Secretary induced Secretary Whitney to cancel the Admiral's circular and rebuke him for his meddling. It is more than doubtful if it lies within the province of an Admiral of the United States Navy to enter into diplomatic correspondence with an officer of the Canadian fishery police. But there is no doubt whatever as to the duty of the Department of State to put itself in a position to give to our commercial marine some hint of what American vessels may or may not do without incurring liability to seizure by a foreign power. To consequence of Mr. Bayard's persistent refusal to do this, American fishermen have been subjected to great loss and vexation by breaking up of their voyages. Admiral Luce should have the credit, at least, of extorting information which was highly desirable to the American fishermen, even if it was procured by a process somewhat unprecedented in diplomatic annals. But it must be recorded to the discredit of our sleepy State Department, that Admiral Luce after all, on July 1st, what Secretary Bayard should have been able to do, regularly and in order, long ago. Under the circumstances, it is very doubtful if Mr. Bayard's commission will amount to anything but another surrender.

Another Vindication of John Joseph.
THE TRIAL OF THE "HOBSON" AN ENTIRE SUCCESS.

The New York Tribune of Saturday publishes a report of the successful trial of the Boston, which before saved the day for a pensioner of his ring, when it was otherwise overwhelmingly outvoted.—New York Evening Post.

The "United States cruiser Boston" made a successful trip up the sound yesterday, fulfilling the most sanguine expectations of her builders as well as the advisory board of examiners. The test began at 10.45 A. M. when the cruiser had on board Port Schuyler. From that time until 4.45 P. M. full power was put on and the engines were tested to their fullest extent, from 70 to 75 revolutions being registered in a minute. Mr. Watson had charge of the power-indicator, and as nearly as could be ascertained, a rapid calculation

tion, the main engine generated 3,014 horse power, with 350 allowed for the resistance of the pumps, the horse power would be 4,364. The vessel made a steady run of four and one-half knots an hour, but little attention was paid to speed, as the test was entirely one of power. As the vessel was only supposed to develop 4,000 power, the amount attained was a great surprise and pleasure. The engines worked smoothly and evenly, with no sign of strain even when laboring under the highest pressure. The vessel was loaded to her sea displacement. The trial was conducted entirely by the officers of the Navy Department and no one else had anything to do with the working of either the engines or the machinery while the test was being made. The members of the Advisory Board considered the test a thorough one, an a perfect success, and much interest will be felt in regard to the manner in which their report will be received by the Secretary of the Navy. The Boston is a sister ship to the Atlanta, and both boats were built by John Roach.

On Friday one of the officers stated that while the trial was not a test of speed, he believed "the maximum speed was between fifteen and sixteen knots, and the average over fourteen knots. The bottom of the vessel was foul, as she had not been in dock for some time to be cleaned, so that the best speed could not be made. The machinery worked smoothly and perfectly, and she has proven herself a first-class vessel."

Special Notices.

ST. JOHN'S COMM. LERY.

Monday Evening, Sept. 5, at 7:30 o'clock, at Masonic Hall.

SPECIAL SALE.

MRS. A. A. WEBSTER has a special sale of Art Embroidery, also new silks, etc., and all material used in art. The sale will be held on Wednesday, September 7th, at her parlors, 75 State Street.

Social Dance.

There will be a social dance at City Hall, Thursday Evening, Sept. 8, at 8 o'clock.

NEW YORK & BANGOR S. S. LINE.

Steamship Lucy P. Miller.

will sail from BANGOR, (and River and Bay ports) FOR NEW YORK, direct.

Saturday, Sept. 3d.

will sail from New York, on return trip to BANGOR and Bay and River ports.

WEDNESDAY, Sept. 7th.

Shippers are solicited to send their goods to the undersigned, who will receive them at the lowest rates and with the most prompt service.

For freight or passage apply to J. C. QUINCY & CO., 15 Exchange Street, or F. H. SMITH & CO., 31 South Street, New York.

Every body should visit Mrs. Robinson's Display of Art Work.

THIS WEEK, NO. 1 MIDDLE STREET.

Next door to G. W. Merrill's Furniture Store.

First Mortgage.

Coupons on Bonds.

Search by no-licenses on real estate in Maine, accepted by the State, for personal examination at value and title, are offered.

In suits from \$50 to \$1,000, at Prices 1/2 yield the Investor Six per cent.

Our confidence in these securities is based on our own examination of the papers of principal and interest of any loan of this class offered by us, and we will yield the Investor five per cent interest, payable monthly.

EASTERN TRUST BANKING CO.

800 Dozen Ladies' and Gents' Fine and Medium, GHEAP.

JOSEPH F. SNOW, Main Street.

COMMONWEALTH Loan and Trust Co., CAPITAL \$100,000.

Paid into the Treasury in Cash.

131 Devonshire St., Boston, Mass.

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Candidates for Teaching.

will have an opportunity for examination at the High School building, Sept. 8th, at 9 o'clock A. M. High School building, Bangor.

SCHOLARS.

who failed at the recent examination for promotion to the High and Grammar schools, and who did not then present themselves, may have a second opportunity Sept. 9th, at 9 A. M., at the High School building.

Aug. 30th, 1887. For Order of Examiners.

DR. A. WILTON.

will have an opportunity for examination at the High School building, Sept. 8th, at 9 o'clock A. M. High School building, Bangor.

STATE OF MAINE, PROBATE COURT.

SUPERIOR JUDICIAL COURT, Bangor, September 8, 1887.

Notice is hereby given that Joseph P. Gould of Old Town is the County of Penobscot, has been appointed executor of the last will and testament of the late JAMES P. SWERT, Clerk of the said County.

CHAS. F. SWERT, Clerk.

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SILK, And Self-Confirming.

FOR HATS, A SPECIALTY, AT

AT DWELLEY & CO'S, Main St.

FOR YOUNG MEN!

Save when you are young for the needs of your years.

THE "W" HAT.

Is the only hat making a specialty of the "W" hat, the only hat making a specialty of the "W" hat, the only hat making a specialty of the "W" hat.

GEO. W. E. BARROWS, WILLIAM E. BROWN.

Blake, Barrows & Brown, 9 CENTRAL ST., BANGOR, MAINE.

ACCOUNTS AND CLAIMS.

The Commission on Accounts and Claims will be in session at the Aldermen's Room, City Hall, on the 10th of Sept. next, at 10 o'clock A. M., for the purpose of settling all accounts and claims against the City of Bangor, and all claims against the City of Bangor, and all claims against the City of Bangor.

City Hall, Thursday Evening, Sept. 8, at 8 o'clock.

Good Music will be furnished.

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Bangor Post Office. Railroads and Steamships.

OFFICERS:
FRED A. CUMMINGS, Postmaster
GEO. HOGAN, Asst. Postmaster
FRANK HODGES, Cashier

OFFICE HOURS:
Stand Time.
 From 7 A.M. to 8 P.M.; and from 7 to 8 P.M.
 daily—Sundays excepted.
 On Sundays from 8 to 9 A.M.

Arrival and Departure of Mails.


MAILS CLOSE.

Western.....	6 A.M.	7 P.M.
Europe..... <td>5 15</td> <td>7 15</td>	5 15	7 15
Canada..... <td>5 30</td> <td>7 30</td>	5 30	7 30
Western Railway..... <td>5 45</td> <td>7 45</td>	5 45	7 45
St. Louis Railroad..... <td>6 00</td> <td>7 50</td>	6 00	7 50
Bar Harbor..... <td>5 30</td> <td>4 30</td>	5 30	4 30
Portland..... <td>6 00</td> <td>4 15</td>	6 00	4 15
Dixmont..... <td>6 30</td> <td>4 00</td>	6 30	4 00
East Corinth and Charleston..... <td>..... <td>3 30</td> </td> <td>3 30</td>	3 30
Levant and Essex..... <td>..... <td>3 00</td> </td> <td>3 00</td>	3 00
Bradford..... <td>..... <td>2 30</td> </td> <td>2 30</td>	2 30
deerfield..... <td>..... <td>2 00</td> </td> <td>2 00</td>	2 00
Amherst and Andover..... <td>..... <td>1 30 A.M.</td> </td> <td>1 30 A.M.</td>	1 30 A.M.

Night trains to Boston leave every night.
 Mail closes Sunday at 6:00 P.M. Collections from
 street boxes made up on work days.

MAILS ARRIVE.

.....	A.M.	P.M.
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MAINE Central Railroad
Arrangement of Trains
IN EFFECT June 21st, 1887.
 Until further notice trains leave Bangor as follows:

GOING EAST.

6:15 A.M.—For St. Stephen, Arden, and all points East of Bangor to the Province.

7:30 A.M.—For Olden and all points East of Bangor to the Province.

8:45 P.M.—For Olden, Lewiston, Bangor, Vanceboro, and all points East of Bangor to the Province.

7:45 P.M.—Night express train to St. Stephen, Arden, and all points East of Bangor to the Province.

7:30 P.M.—For St. Stephen, Arden, and all points East of Bangor to the Province.

GOING WEST.

7:15 A.M.—Arrangement to the Boston and Maine Railroad, stopping at all stations en route.

Western	5:40	5:40	5:15
Pacifiac Railway	5:50	5:20	
Pacifiac H. R.	6:00	5:30	
Tac. Railway	6:10	5:40	
Willow	6:20	5:50	
Ruckers	6:25	5:55	
Placent	6:30	6:00	
Frederic and Charlott.	6:40	6:10	
Grant and Exeter	7:00	6:30	
Bradford	7:10	6:40	
Monroe	7:20	6:50	
Amherst and Aurora	7:30	7:00	

CARRIER CARRIES.

All letters are delivered free by carriers when addressed to correct names and numbers. Persons should inform their correspondents of above and have their letters forwarded accordingly.

Persons leaving their address at the General Office may also have their letters sent, but it is much more convenient to leave the street and number on, and they will be delivered earlier than if the same is not on at all. Letters are made two deliveries daily, the first trip emptying the collection boxes.

Collections are made morning, noon and evening in season for important mail.

Delivery to Carrier's Window will be open for the delivery of letters from 8 to 9 A.M. and from 7 to 8 P.M. Sundays from 9 to 10 A.M.

Any irregularities in the Carrier's department should be reported to the office.

IMMEDIATE DELIVERY.

Message bearers are constantly in attendance to deliver letters with immediate delivery status on arrival of all mailings, and for local letters to the post office at which hour the office is closed.

Persons desiring daily letters will please pass them into the general delivery.

Letters arriving from West Sunday morning are delivered on arrival.

ENVELOPES.

No additional charge will be made for relating the name and region to return across the letter. Hand reply corner of the envelopes furnished by the Post Office Department, examples of which may be seen at the Cashier's window, when order of sale of envelopes less 50¢.

A request for the return of the letter in the West, if unclaimed within thirty days or less, written or initialed, with the return name, post office and region, is required.

THROUGH TRAIN DELIVERY.

From Los Angeles to San Francisco
12:00 A. M. on Wed. 11:00 A. M. on Sat.
Desert Route, 6:30 A. M. on Sat.
From San Francisco to Los Angeles
7:00 A. M. on Wed. 11:00 A. M. on Sat.
Desert Route, 11:00 A. M. on Sat.
From Los Angeles to San Francisco
12:00 A. M. on Wed. 11:00 A. M. on Sat.
Desert Route, 6:30 A. M. on Sat.

ARRIVALS.

Through Train from Los Angeles
12:00 P. M. on Wed. 12:00 P. M. on Sat.
A. M. 6:30 A. M. on Fri. 6:30 A. M. on Sat.

From the West arrive at 6:30 A. M.
Desert limited, 12:00 P. M.
From Portland, 12:00 P. M.
From Portland, 12:00 P. M.
Faster from San Francisco, 11:30 A. M.

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IMMEDIATE DELIVERY.

Message bearers are constantly in attendance to deliver letters with immediate delivery status on arrival of all mailings, and for local letters to the post office at which hour the office is closed.

Persons desiring daily letters will please pass them into the general delivery.

Letters arriving from West Sunday morning are delivered on arrival.

ENVELOPES.

No additional charge will be made for relating the name and region to return across the letter. Hand reply corner of the envelopes furnished by the Post Office Department, examples of which may be seen at the Cashier's window, when order of sale of envelopes less 50¢.

A request for the return of the letter in the West, if unclaimed within thirty days or less, written or initialed, with the return name, post office and region, is required.

THROUGH DELIVERY.

Letters and mail parcels may be sent to any of the following points:

Albany, N. Y. 11:30 A. M.
Albany, N. Y. 12:30 P. M.
Albany, N. Y. 1:30 P. M.
Albany, N. Y. 2:30 P. M.
Albany, N. Y. 3:30 P. M.
Albany, N. Y. 4:30 P. M.
Albany, N. Y. 5:30 P. M.
Albany, N. Y. 6:30 P. M.
Albany, N. Y. 7:30 P. M.
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The public are earnestly recommended to
 stamp envelopes with postage stamps. If stamps
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 are returned to the writer free of charge.

First class envelopes of those furnished at \$22.50
 per thousand.

Stamps out from Stamped Envelopes
 cannot be used as postage stamps. The use of such
 stamps is prohibited in the use of day letters.

Stamped Envelopes, applied in blotting, are re-
 jected at the post office.

DOMESTIC POSTAGE.

FIRST CLASS.

One letter must be prepaid—letters for the
 States in the United States, two cents an ounce
 or less. All matter in writing, whose fee is
 not prepaid, is returned to the writer.

NEW BRUNSWICK RY. CO.
ALL RAIL LINES.
ARRANGEMENT OF TRAINS.
IN EFFECT, JUNE 27, 1887

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DOMESTIC POSTAGE.

FIRST CLASS.

One letter must be prepaid—letters for the
 United States and Territories, two cents an ounce
 or less. All matter in writing, whose weight is
 not more than one ounce, may be sent by first class
 mail.

SECOND CLASS.

Stamps of four cents each must be placed on
 each letter. The weight of the letter must not
 exceed one ounce.

THIRD CLASS.

Stamps of one cent each must be placed on
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FOURTH CLASS.

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 are returned to the writer free of charge.

First class envelopes of those furnished at \$22.50
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Stamps out from Stamped Envelopes
 cannot be used as postage stamps. The use of such
 stamps is prohibited in the use of day letters.

Stamped Envelopes, applied in forwarding, are re-
 deemed at the rate of 10 cents per envelope.

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ALL RAIL LINES.
ARRANGEMENT OF TRAINS.
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[illegible][illegible]

information, and any other matter not included in the preceding list of classes, and which is in its form, or nature, liable to destroy, deface or otherwise damage the contents of the mail bag or to injure the persons of any one engaged in its postal service. A postmark of third or fourth class the sender may affix his own, and the letter will be forwarded "without extra charge for postage."

Third and fourth class matters may be registered, same at first class postage of the register fee of 10 cents.

ADVERTISED LETTERS.

All letters remaining in the office are advertised on Monday of each week. If not claimed in one month thereafter, they are then forwarded to the Dead Letter office.

MONEY ORDERS.

Special attention is called to the Money order class, and one who wishes money sent to a friend, or family, or to himself, should apply to the

Bangor & Piscataquis Railroad

ARRANGEMENT OF THE
PASSENGER SERVICE

DAY AND NIGHT SERVICE.

PASSAGE, 12 CENTS. Round trip, 20 cents. Ticket good for 14 days. Tickets for 7 days, 10 cents. Tickets for 3 days, 6 cents. Tickets for 1 day, 3 cents. Tickets for 1/2 day, 1 cent. Tickets for 1/4 day, 1/2 cent. Tickets for 1/8 day, 1/4 cent. Tickets for 1/16 day, 1/8 cent. Tickets for 1/32 day, 1/16 cent. Tickets for 1/64 day, 1/32 cent. Tickets for 1/128 day, 1/64 cent. Tickets for 1/256 day, 1/128 cent. Tickets for 1/512 day, 1/256 cent. Tickets for 1/1024 day, 1/512 cent. Tickets for 1/2048 day, 1/1024 cent. Tickets for 1/4096 day, 1/2048 cent. Tickets for 1/8192 day, 1/4096 cent. Tickets for 1/16384 day, 1/8192 cent. Tickets for 1/32768 day, 1/16384 cent. Tickets for 1/65536 day, 1/32768 cent. Tickets for 1/131072 day, 1/65536 cent. Tickets for 1/262144 day, 1/131072 cent. Tickets for 1/524288 day, 1/262144 cent. Tickets for 1/1048576 day, 1/524288 cent. Tickets for 1/2097152 day, 1/1048576 cent. Tickets for 1/4194304 day, 1/2097152 cent. Tickets for 1/8388608 day, 1/4194304 cent. Tickets for 1/16777216 day, 1/8388608 cent. Tickets for 1/33554432 day, 1/16777216 cent. Tickets for 1/67108864 day, 1/33554432 cent. Tickets for 1/134217728 day, 1/67108864 cent. Tickets for 1/268435456 day, 1/134217728 cent. Tickets for 1/536870912 day, 1/268435456 cent. Tickets for 1/1073741824 day, 1/536870912 cent. Tickets for 1/2147483648 day, 1/1073741824 cent. Tickets for 1/4294967296 day, 1/2147483648 cent. Tickets for 1/8589934592 day, 1/4294967296 cent. Tickets for 1/17179869184 day, 1/8589934592 cent. Tickets for 1/34359738368 day, 1/17179869184 cent. Tickets for 1/68719476736 day, 1/34359738368 cent. Tickets for 1/137438953472 day, 1/68719476736 cent. Tickets for 1/274877906944 day, 1/137438953472 cent. Tickets for 1/549755813888 day, 1/274877906944 cent. Tickets for 1/1099511627776 day, 1/549755813888 cent. Tickets for 1/2199023255552 day, 1/1099511627776 cent. Tickets for 1/4398046511104 day, 1/2199023255552 cent. Tickets for 1/8796093022208 day, 1/4398046511104 cent. Tickets for 1/17592186044416 day, 1/8796093022208 cent. Tickets for 1/35184372088832 day, 1/17592186044416 cent. Tickets for 1/70368744177664 day, 1/35184372088832 cent. Tickets for 1/140737488355328 day, 1/70368744177664 cent. Tickets for 1/281474976710656 day, 1/140737488355328 cent. Tickets for 1/562949953421312 day, 1/281474976710656 cent. Tickets for 1/1125899906842624 day, 1/562949953421312 cent. Tickets for 1/2251799813685248 day, 1/1125899906842624 cent. Tickets for 1/4503599627370496 day, 1/2251799813685248 cent. Tickets for 1/9007199254740992 day, 1/4503599627370496 cent. Tickets for 1/18014398509481984 day, 1/9007199254740992 cent. Tickets for 1/36028797018963968 day, 1/18014398509481984 cent. Tickets for 1/72057594037927936 day, 1/36028797018963968 cent. Tickets for 1/144115188075855872 day, 1/72057594037927936 cent. Tickets for 1/288230376151711744 day, 1/144115188075855872 cent. Tickets for 1/576460752303423488 day, 1/288230376151711744 cent. Tickets for 1/1152921504606846976 day, 1/576460752303423488 cent. Tickets for 1/2305843009213693952 day, 1/1152921504606846976 cent. Tickets for 1/4611686018427387904 day, 1/2305843009213693952 cent. Tickets for 1/9223372036854775808 day, 1/4611686018427387904 cent. Tickets for 1/18446744073709551616 day, 1/9223372036854775808 cent. Tickets for 1/36893488147419103232 day, 1/18446744073709551616 cent. Tickets for 1/73786976294838206464 day, 1/36893488147419103232 cent. Tickets for 1/147573952589676412928 day, 1/73786976294838206464 cent. Tickets for 1/295147905179352825856 day, 1/147573952589676412928 cent. Tickets for 1/590295810358705651712 day, 1/295147905179352825856 cent. Tickets for 1/1180591620717411303424 day, 1/590295810358705651712 cent. Tickets for 1/2361183241434822606848 day, 1/1180591620717411303424 cent. Tickets for 1/4722366482869645213696 day, 1/2361183241434822606848 cent. Tickets for 1/9444732965739290427392 day, 1/4722366482869645213696 cent. Tickets for 1/18889465931478580854784 day, 1/9444732965739290427392 cent. Tickets for 1/37778931862957161709568 day, 1/18889465931478580854784 cent. Tickets for 1/75557863725914323419136 day, 1/37778931862957161709568 cent. Tickets for 1/151115727451828646838272 day, 1/75557863725914323419136 cent. Tickets for 1/302231454903657293676544 day, 1/151115727451828646838272 cent. Tickets for 1/604462909807314587353088 day, 1/302231454903657293676544 cent. Tickets for 1/1208925819614629174706176 day, 1/604462909807314587353088 cent. Tickets for 1/2417851639229258349412352 day, 1/1208925819614629174706176 cent. Tickets for 1/4835703278458516698824704 day, 1/2417851639229258349412352 cent. Tickets for 1/9671406556917033397649408 day, 1/4835703278458516698824704 cent. Tickets for 1/19342813113834066795298816 day, 1/9671406556917033397649408 cent. Tickets for 1/38685626227668133590597632 day, 1/19342813113834066795298816 cent. Tickets for 1/77371252455336267181195264 day, 1/38685626227668133590597632 cent. Tickets for 1/154742504910672534362390528 day, 1/77371252455336267181195264 cent. Tickets for 1/309485009821345068724781056 day, 1/154742504910672534362390528 cent. Tickets for 1/618970019642690137449562112 day, 1/309485009821345068724781056 cent. Tickets for 1/1237940039285380274899124224 day, 1/618970019642690137449562112 cent. Tickets for 1/2475880078570760549798248448 day, 1/1237940039285380274899124224 cent. Tickets for 1/4951760157141521099596496896 day, 1/2475880078570760549798248448 cent. Tickets for 1/9903520314283042199192993792 day, 1/

[illegible]

**Postal-
Money Order**

It must not contain a fractional part of a cent.
Money Orders can also be obtained in England, Ireland, Scotland, Wales, Switzerland, Georgia State, and nearly all prominent countries.
Never put Money in a Letter—Always Purchase a Money Order.

If money is to be remitted, a Postal Money Order should be obtained. If upon points where there is no Money Order Office, then the letter should be Registered. Money should never be enclosed in an ordinary letter.

Office Hours—From 8 A. M. to 6 P. M.

REGISTRY DEPARTMENT.

All valuable letters should be Registered, unless a receipt of registration letters are transmitted with the Money Order is obtained. Under the present system of registration, letters are transmitted with perfect safety.

Letters sent by Registered post are sent by the fastest route.

Summer Arrangements.

Illustration of a steamship.

COMMERCIAL STEAMSHIP LINE.

Steamers will leave for New York, Boston, and other ports, as follows:
S. S. "Albatross" will leave for New York, Boston, and other ports, as follows:
S. S. "Albatross" will leave for New York, Boston, and other ports, as follows:

[illegible]

Chile	1	Chile	1
China	1	China	1
Colombia	1	Colombia	1
Costa Rica	1	Costa Rica	1
Cuba	1	Cuba	1
France	1	France	1
Germany	1	Germany	1
Gibraltar	1	Gibraltar	1
Great Britain and Ireland	1	Great Britain and Ireland	1
Hawaii	1	Hawaii	1
Hawaiian Kingdom, direct mail	1	Hawaiian Kingdom, direct mail	1
Italy	1	Italy	1
Jamaica, direct mail	1	Jamaica, direct mail	1
Japan	1	Japan	1
Malta	1	Malta	1
Nassau, New Providence	1	Nassau, New Providence	1
Netherlands	1	Netherlands	1
New Brunswick	1	New Brunswick	1
Newfoundland	1	Newfoundland	1
New York	1	New York	1
New Zealand	1	New Zealand	1
North Carolina	1	North Carolina	1
Ohio	1	Ohio	1
Ontario	1	Ontario	1
Pennsylvania	1	Pennsylvania	1
Rhode Island	1	Rhode Island	1
South Carolina	1	South Carolina	1
Texas	1	Texas	1
Vermont	1	Vermont	1
Virginia	1	Virginia	1
Washington	1	Washington	1
West Virginia	1	West Virginia	1
Wisconsin	1	Wisconsin	1
Wyoming	1	Wyoming	1

[illegible]

POSTAGE TO GREAT BRITAIN AND IRELAND.

Postage on book packets, including printed papers of all kinds, maps, plans, prints, engravings, drawings, photographs, lithographs, sheets of music, etc., etc., and patterns or samples of merchandise, including the following:

Not over 1 ounce.....	1 cent
Over 1 ounce and not over 4 ounces.....	2 cents
Over 4 ounces and not over 8 ounces.....	3 cents
Newspapers, 10. for each 3 oz.	

June 1906

Old Papers,

in any quantity, for sale at this office.

NEWSPAPER ARCHIVE SOCIETY